

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL, FIVE MILLIONS OF DOLLARS.

COUNT OF DIRECTORS.	
<i>Chairman,</i> —GEORGE JOHN HILLARD, Esq.,	
<i>Deputy Chairman</i> —CLO. C. BEARD, Esq.,	
W. B. FOSTER, JR.,	JULIUS MCKEN, Esq.,
LEONARD SASSOON,	JAMES B. TAYLOR, Esq.,
JOSEPH L. BROWN,	A. JOOST, Esq.,
WILLIAM LEMANN,	JAS. P. DUNCANSON, Esq.,

Managers.

Hongkong, . . .	VICTOR KRESSER, Esq.,
	<i>Chief Manager.</i>
Shanghai, . . .	DAVID MACLEAN, Esq.,

HONGKONG.
INTEREST ALLOWED
ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits—
For 3 months, 2 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "
LEGAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Branches at London, Lyons, and the principal Commercial places in Europe, India, Australia, America, China and Japan.
VICTOR KRESSER,
Chief Manager.
Offices of the Corporation, Wardley House,
No. 1, Queen's Road,
Hongkong, March 2, 1893.

Books.

HONGKONG AND WHAMPOA DOCK
COMPANY LIMITED

CAPITAL.—\$750,000.

IN 1,800 SHARES, OF \$500 EACH.
THE COMPANY'S DOCKS AT ABER-
DEEN AND WHAMPOA are in full
working order, and the attention of Ship
owners is respectfully solicited to the advan-
tages which these Establishments offer for
the Docking and Repair of Vessels.
The following description of the Premises
is submitted for the information of the
Public.

ABERDEEN DOCK.
DOCK No. 1.

Length,	380 feet
Breadth,	80 "
Depth of Water at Spring Tides,	18½ "
do Neap Tides,	16 "

NEW DOCK, No. 2.

Length,	400 feet
Breadth,	90 "
Depth of Water at Spring Tides,	24 "
do Neap Tides,	21½ "

This DOCK is now under course of con-

WHAMPOA DOCKS.

DOCK A.

Built of GRANITE.	
Length,	560 feet
Breadth,	80 "
Depth of Water at Spring Tides,	16 1/2 fathoms
do. Neap Tides,	13 1/2 fathoms

This can be used either as one or two Docks.

DOCK B.

Built of GRANITE.	
Length,	540 feet
Breadth,	60 "
Depth of Water at Spring Tides,	13 "
do. Neap Tides,	15 "

The above are the largest Docks in China, and they are fitted with every appliance in the way of Caissons, powerful Steam Pumps, &c., to ensure safety and despatch in works.

DOCK C.

Build of Wood.	260 feet
Length,	14 "
Depth of Water at Spring Tides,	11 "
do. Neap Tides,	8 "
Fills with Calceiros and Steam Pumps.	

DOCK D.

Length,	164 feet
Depth of Water at Spring Tides,	12.5 "
do. Neap Tides,	9.6 "

DOCK E.

Length,	120 feet
Depth of Water at Spring Tides,	11 "
do. Neap Tides,	8 "
Docks E and M are Movable and Sliding	

WORKSHOPS.
The Workshops on the Premises, both at
Aberdeen and Wlampona, possess every
appliance necessary for the Repairs of Ship
or Steam Machinery. The Engineer's Shop
are supplied with Lathes, Planing, Screw
Cutting, Punching Machines, &c., &c.
—capable of executing work on the large
scale, and Blacksmith's Shops are equally
well supplied with every tool and work.

POWERFUL LIFTING SHEARS stand on a Jett alongside where vessels can lie in 24 feet of water and take in or out boilers, masts, de-

BOILERMAKERS' DEPARTMENT.
The company in addition to executing Repairs are prepared in tender for supply of new Boilers to Steam-ships for constructing which they have great facilities.

FOUNDRY.
Iron and Brass Castings, either for Ship
or general purposes, are executed with the
utmost despatch.

STORES.
The Company's Stores will (when re
quired) supply at moderate rates all the
necessaries for Shipwork, such as Paint
Copper, Canvas, &c.

STEAM TUG.

The Company's powerful Steam Tug *Janie* (100 Horse-power nominal) is always in readiness to tow Sailing Vessels from Hongkong to the Dock free of charge, and will take them back or to Sea at reduced Rates.

For further particulars, apply at the Office of the Company, *d'Aguilar Street*, Hongkong.

JOHN S. LAPRAIK,
Secretary.

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Intimations.

Advertisements.

Published weekly. — Subscription (Exclusive of postage) **Ts. 12** per annum; payable in advance.

**SUPREME COURT
AND CONSULAR GAZETTE,
AND
LAW REPORTER FOR THE SUPREME AND
PROVINCIAL COURTS OF CHINA
AND JAPAN.**

THE Gazette is a General Weekly Newspaper, containing Officially Revised Reports of Cases heard at the Supreme and Consular Courts, Police Cases, and Proceedings in Bankruptcy; Original Articles; Notes and Queries on Legal points; Reports of Public Meetings; News of the Week, Commercial Summary, &c., &c.

Advertisements will be charged **Ts. 1** per 10 lines, for the first insertion, and 60 cts. per 10 lines, for each subsequent insertion.

Shanghai, January, 1867.

**Hongkong Lightering and
Storage Co.**

THE above Company is now prepared to receive **LAND or SHIP Cargo** in first class Lighters, and to take the entire discharge of Ships by Contract. Also to **STORE Goods** in first class Granite Godowns at moderate Rates.

**J. S. HOOK, SON & Co.,
Managers.**

Hongkong, December 17, 1867.

PORTRAITS.

M^R. J. THOMSON is prepared to take **PORTRAITS, VIEWS** and other **PHOTOGRAPHS**. — Rooms, Commercial Bank Buildings, Queen's Road.
Hongkong, March 11, 1868. if

**SHANGHAI STEAM NAVIGATION
COMPANY.**

NOTICE.

HOLDERS of Certificates of Shares in the Shanghai Steam Navigation Company are requested to send them to the Agents of the Company, to be replaced by Receipts representing the amount of the old shares and the stock dividend added, pending the issue of New Share Certificates.

**ROWLEY MILLER,
Secretary & Auditor.**

Shanghai, 24th February, 1868.

**HONGKONG & SHANGHAI BANKING
CORPORATION.**

NOTICE TO SHAREHOLDERS.

THE Fee on the Transfer of Shares in the Corporation will henceforth be **One Dollar** for each Certificate issued, instead of **Twenty-five Cents** upon each individual Share as formerly.

**VICTOR KRESSER,
Chief Manager.**

Hongkong, March 11, 1868.

GEORGE GLASSE,

HONGKONG & Co., PICCADILLY,
 LONDON, AND 28, PLACE
 VENDOME, PARIS)
**ENGLISH AND FOREIGN
 CHEMIST**
 VICTORIA DISPENSARY,
 HONGKONG.
SHIPS' MEDICINE CHESTS
 SUPPLIED & REFITTED.
 Hongkong, May 1, 1867.

Mr WILLIAM GASKELL,
 ATTORNEY, SOLICITOR, PROCTOR
 AND NOTARY PUBLIC.
REMOVED TO 2, CLUB CHAMBERS
 D'Arny Street.
 Opposite Messrs Doreau, LAFFRAIX & Co.
 Hongkong, August 28, 1866.

WANTED BY A YOUNG MAN, a situation
 as Clerk or Book-keeper. A
 minimal salary would be accepted, im-
 mediate employment being of greater object.
 Highest references can be given.
 Address "R," China Mail Office.
 Hongkong, December 27, 1867.

WANTED
 Y a Gentleman Just arrived, a Situation
 as BOOK-KEEPER AND ACCOUNT-
 ANT. Good shorling and Cash, thoroughly
 understands Shipping and Insurance. Ad-
 dress "H. B. B." Office of this paper.
 Hongkong, January 18, 1868.

**KÖNIGLICH PREUSSISCHES
 CONSULAT:**
 HONGKONG, DEM 9TEN MAERZ, 1868.
 Die nachstehende Bekanntmachung des
 Königlichen Geschäftsträgers zu Ja-
 w wird hiedurch zur Kunde der preus-
 sischen Unterthanen und Schutzgenossen
 bracht,
J. MENKE,
Stellvertreter des Consuls,
BEKANNTMACHUNG.
 Nach offiziellen Nachrichten in Japan
 ein Krieg zwischen Seiner Majestät dem
 Kaiser und dem Taikhu ausgebrochen
 und die Beobachtung strenger Neutra-
 lität dadurch notwendig wird, so macht
 Unterzeichnete Geschäftsträger Seiner
 Majestät des Königs von Preussen in Ja-
 die preussischen Unterthanen und
 Schutzgenossen darauf aufmerksam, dass
 die Betheiligung an dem Kriege, selbst in
 irgend einer Eigenschaft als Nicht-Consistent,
 in der Führung von Kriegs- und Transportschiff-
 en, in der Zufuhr und Beförderung von
 Kriegspersonen, Depeschen und zur Kriegs-
 führung gehörigen Gegenständen in ir-
 gend einestandes Kaufartikelfristen für irgend
 der beiden Theile nach den Grundsät-
 zen des Völkerrechts eine Verletzung der
 Neutralität in sich schliesse und als feind-
 lich gehalten werden.
 In dem Militärrichter befähigten Per-
 sonen können daher nach Kriegesgebrauch
 in dem Handel, während die Schiffe und
 ihre Transportmittel der Wagnisse
 Confiscation unterliegen, welche auch
 die Uebrig, etwa vorhandene, Neutra-
 lität für die Länge ausgedehnt werden
 kann.
 Die Verletzung der Neutralität durch
 die Beteiligte Unterthanen und Schiffe würde
 den ausserdem der Gefeht aussetzen,
 Ansprüche auf den Schutz des Königs
 in Regierung sowie auf die in dem
 deutsch-japanischen Verträge garantierten
 Rechte und Privilegien verlustig zu geben.
 Hongkong, Kolé, den 18ten Februar, 1868.
 Königl. Geschäftsträger.
 (gez.) VON BRANDT.

.....

Shipping.

FOR SAN FRANCISCO.
The 41 British Ship
"ELIZA,"
1,378 Tons Register, SENIOR,
Master, will have quick des-
patch as above.
For Freight or Passage, apply to
BOSMAN & Co.
Hongkong, March 26, 1868. tde

FOR FREIGHT OR CHARTER.
The 41 French schooner
"JOSEPHINE AMEDDE,"
Capt. LACROIX, of 3,200 piculs
carrying capacity.
Apply to
P. & P. DERODE FRERES.
Hongkong, March 17, 1868.

For Sale.

NOTICE.
HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

FOR SALE.
THE Hulk *CELESTIAL*, as she now lies
at Aberdeen, in good order, well
found, and suitable for a floating store or
residence.
For particulars, apply to
JNO. S. LAPRAIK,
Secretary.
Hongkong, March 16, 1868. tf

DIETETIC BAEI, the new DIET, so
highly recommended by the Faculty
to those suffering from derangement of the
Digestive Organs. Can be procured from
GEO. GLASSE,
The Victoria Dispensary
Hongkong, December 10, 1867.

FOR SALE.
THE desirable PROPERTY on Queen's
Road, lately occupied by Messrs
SMITH KENNEDY & Co.
For further particulars, apply to
SMITH, ARCHER & Co.
Hongkong, September 2, 1867.

FOR SALE.
100 Barrels PRIME PORK and 100
barrels MESS BEEF.
Apply to
SMITH, ARCHER & Co.
Hongkong, December 1, 1867. tf

FOR SALE.
CHAMPAGNE in quarts and pints.
Due de Montebello.
Eugene Cliequot.
De St. Marcoux & Co.
Hesse & Co.
Hongkong, February 17, 1868.

CASTOR OIL, in cases of twenty Gallons
each, or in quantities to suit Purcha-
sers.
To be had at
THE VICTORIA DISPENSARY.
Hongkong, December 10, 1867.

THE New Patent Silicated Carbon FIL-
TER, small enough to be carried in the
Pocket. No traveller in the East should
be without one.
To be had at
THE VICTORIA DISPENSARY.
Hongkong, February 10, 1868.

FOR SALE.
20,000 CUBIC FEET MANILA
TIMBER, to arrive per
French Barque "MARIA MORTON."
Apply to
REYNVAAN BROTHERS & Co.
Hongkong, February 26, 1868.

FOR SALE.
PHOTOGRAPHIC APPARATUS, com-
plete.
MULLER & CLAUSSEN.
Hongkong, January 13, 1868.

FOR SALE.
25 IRON WATER TANKS, of 400 gallons
each. Apply to
REYNVAAN BROTHERS & Co.
Hongkong, February 3, 1868.

FOR SALE.
R. W. W. Very Superior DRY
SHERRY in 1 doz. cases.
R. W. W. Superior DRY SHERRY
in 2 doz. cases.
Just received ex "THE TWEEDE."
Apply to
MORGAN, LAMBERT & Co.
Hongkong, February 1, 1868.

FOR SALE.
150 CASES Martine's Aromatic BIT-
TERS, superior quality.
100 cases SHERRY.
100 cases PORT.
MULLER & CLAUSSEN.
Hongkong, January 13, 1868.

GOOD INVESTMENT FOR THE OPEN
PORTS IN JAPAN.
FOR SALE AT INVOICE COST.
GERMAN Printing Establishment,
quite new, containing one Cylinder
Press, made in Hamburg & small hand
Press, a great quantity of Fancy and run-
ning Types, wrought iron chests, &c., &c.
complete in every respect. Delivery may
be had at once. Invoice price \$2,000.
For particulars, apply to
C. A. SAINT, or to
DE SOUZA & Co.
Hongkong, March 6, 1868.

FOR SALE.
SUPERIOR Manila CIGARS, No. 2.
"VOGEL," HAGEDORN & Co.
Hongkong, February 20, 1868.

EX "CAIRNATHENSHIRE" AND
"BOY."
BASS BEER in Pints and Quarts.
EDMUND R. HOLMES,
Star Hotel.
Hongkong, February 13, 1868.

FOR SALE.
MUNTZ'S Patent Yellow METAL
SHEATHING, from 20 to 24 oz.,
Composition NAILS, Brown Sheathing
FELT.
LAMBERT, ATKINSON & Co.
Hongkong, February 22, 1868. tf

FOR SALE.
PRIME California CHEESE.
Do. Gruyere Do.
Do. California BUTTER.
100 barrels Prime Hamburg MESS PORK.
Prime Westphalia HAMS, at
LAMBERT, ATKINSON & Co.
Hongkong, December 20, 1867.

For Sale.

FOR SALE.
"THE CHINA."
Genuine Havana CIGARS in boxes of
50 each.
Henry Clay FLORENA.
FLORENA DE MATA Y GARCIA.
REGALIA DE LA REINA.
At very moderate Prices.
VOGEL, HAGEDORN & Co.
Hongkong, February 20, 1868.

ROOFING AND SHEATHING FELT.
CONSTANTLY on hand for Sale by the
Undersigned.
ROZARIO & Co.
Hongkong, January 20, 1868.

EX MAIL STEAMER.
LYON SAUSAGES in best condition.
CHEESE and HAMS.
Assorted French CONFECTIONARY.
Mahaga it ISINS in bottles and tins.
ALMONDS in shells.
Pecanet ALMONDS in tins.
Jellies FIGS in tins.
PRUNES in bottle.
Smoked Pomeranian GOOSEBREASTS,
at
LAMBERT, ATKINSON & Co.
Hongkong, December 20, 1867.

FOR SALE.
A FEW cases of very superior SHERRY,
just received ex "Channel Queen."
Superior Amontillado SHERRY
in 3 doz. cases.
Superior Oloroso SHERRY in 3
doz. cases.
Extra Superfine SHERRY in 2
doz. cases.
Quarior-casks (cased) Superior
Oloroso SHERRY.
Apply to
GIBB, LIVINGSTON & Co.
Hongkong, January 27, 1868.

HENDRIE, PIRAS & LUBIN'S Fine As-
sortment of PERFUMES.
Also,
Dawson & Sons' BOOTS.
For Sale, at greatly Reduced Prices, by
JULIUS EUZIERE,
Hair Dressing Room, Up-stairs.
Hongkong, December 4, 1867.

FOR SALE BY THE UNDERSIGNED.
ALUMINIUMS and other Musical
INSTRUMENTS.
Cherry Miniature SONGS. Pianoforte
OPERAS.
VIOLIN and other STRINGS, &c., &c.
INSTRUMENTS tuned and repaired.
C. WAGNER,
28, Hollywood Road.
Hongkong, August 2, 1867. 2av-68

FOR SALE.
MUNTZ Yellow METAL, 20/28 oz. and
NAILS.
Apply to
HOLLIDAY, WISE & Co.
Hongkong, June 14, 1867. tf

FOR SALE.
A SMALL Lot of Superior Old PORT
WINE, Th. Cy. Saudeman, Oporto.
Fine Dry MADEIRA.
Fine CHAMPAGNE, COGNAC.
Various Superior Hungarian WINES.
Wm. PUSTAU & Co.
Hongkong, August 6, 1867. tf

FOR SALE.
ex Belled Will and Late Arrivals.
BOURDON'S Pressure and Vacuum
GUAGES.
COPPER and BRASS WIRE of assorted
sizes.
SHEET LEAD and ZINC.
TAPS and DIES in sets.
Tuck's RUBBER PACKING.
RUBBER and CANVAS HOSE.
BLACKSMITH'S BELLOW and WORKING
TOOLS.
BAR STEEL and ANGLE IRON.
LEATHER BELTING.
DEEP SEA and HAND LEAD LINES.
COPAL VARNISH.
TAPS and DIES in sets.
RATCHETT and MAN DRILLS.
Round and Angle DECK LIGHTS.
SHEATHING FELT.
LIME JUICE.
YORK HAMS.
English and California CHEESE.
GALVANISED NAILS, HOOKS and
THIMBLES and CLEW IRONS.
BRASS and IRON LOCKS of all kinds.
FILES.
THOS. HUNT & Co.
Hongkong, March 3, 1868. 3ap

FOR SALE.
ROEDERER, CARTE NOIRE.
The only Champagne awarded the
Medal of the First Class at the Paris Exhi-
bition, 1867.
Apply to
SANDER & Co.
Hongkong, February 27, 1868.

FOR SALE.
Just Arrived.
2 BROADWOOD'S Grand PIANOS, may
be had at Wholesale Price.
Address "A." Office of this paper.
Hongkong, December 31, 1867.

ATHAM'S BRANDY in 1 doz. cases.
"SHERRY" "3"
"PORT" "2"
"CLARET" "1"
BIRLEY & Co.
Hongkong, April 9, 1867.

FOR SALE.
JULES MUMM & Co.'s CHAMPAGNE,
MUMM & Co.'s HOCK & MOSELLE,
qts. and pts.
Chillingworth's SHERRY and PORT.
CHAMBERLAIN, WHISKY.
WINE and BRANDY.
BACON, ALB. draught and bottle.
BARCLAY & GUINNESS' STOUT.
BRIDGES & Sons' PORTER.
ROB. S. WALKER & Co.
Hongkong November 20, 1867.

FOR SALE.
Ex Sir Laurence, Flory Cross, and other
Arrivals.
BASS'S PALE ALE in quarts and pints.
London Brown STOUT, in do.
Guinness' STOUT, in do.
Hennessy's and Martell's BRANDY.
English OLD TOM GIN.
Hubbuck's PAINTS.
Do. boiled and raw LINSEED OIL.
At LAMBERT, ATKINSON & Co.
Hongkong, Feb. 22, 1868. tf

SOCIAL LIFE OF THE CHINESE,
in 2 Volumes, by Revd. JOSEPH
DOOLITTLE, is For Sale at Messrs LANE,
CRAWFORD & Co., Hongkong and Shanghai.
Price, \$5.00.
Hongkong, March 20, 1868. 20mar-68

For Sale.

GREY ARAB HORSE FOR SALE.
FOURTEEN Hands and upwards, quiet
to ride or drive, and carries a Lady
well; age under 7 years. Price very mo-
derate.
Apply by Letter to "X. Y." Office of
this Paper.
Hongkong, February 4, 1868.

FOR SALE.
CHAMPAGNE, Adolphe Collins and
L. Jauvray & Co.'s Association Vini-
cole.
CLARET, real Chateau Margaux.
" Haut Bages.
" L. Espere Duroc.
BRANDY, Hennessy's and Martell's in
1 dozen cases.
BEER and PORTER in bottle.
BUTTER (Platts) in kegs.
Also,
A quantity of Iron COLUMNS, Yellow
METAL, 20/28 oz. with NAILS.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, December 11, 1867.

AT THE STAG HOTEL STORES,
NO. 110, QUEEN'S ROAD.
Just Landod.
" THE TWEEDE."
PICKLES, JAMS, SALT.
VINEGAR, CURRANTS,
HERBS, Raspberry VINEGAR,
CATSUP, MUSTARD,
Loaf SUGAR, BLACKING,
Ginger BRANDY,
Booth's OLD TOM.
CHAMPAGNE in pint.
Cheddar Loaf CHEESE.
Prime YORK HAMS.
EDMUND HOLMES.
Hongkong, January 3, 1868.

FOR SALE.
In Lots to suit Purchasers.
RED COPPER SHEATHING and NAILS.
Composition NAILS.
CHAMPAGNE.
STILL HOCK.
PORT WINE.
COGNAC.
BURGUNDY.
India PALE ALE.
Best STOUT.
Apply to
CARLOWITZ & Co.
Hongkong, March 19, 1868.

SELLING OFF! SELLING OFF!!
SELLING OFF!!!
GREAT SACRIFICES!!!
SPLENDID BARGAINS!!!

MULLER & CLAUSSEN
BEG to announce that they are Selling
Off their stocks of the undermentioned
GOODS at Invoice prices, consisting of—
Black Cloth Dress FROCK and Walking
COATS.
Melton and Angola Walking, Shooting
and SAG COATS.
Melton and Wagon YACHT JACKETS
and OVER COATS.
Alpaca and Merino COATS.
Black Dress TROUSERS.
Fancy Buckskin, Angola and Tweed
TROUSERS.
Alpaca and Merino TROUSERS.
White and Colored Linen TROUSERS.
Black Dress VESTS.
Buckskin and Angola VESTS.
Merino and Alpaca VESTS.
White Marcella and Linen VESTS.
Colored Linen VESTS.

A large lot of PIECE GOODS, compris-
ing—
Black and Blue Broad CLOTHS and
DOCKINGS.
MELTONS, BECKSKINS, ANGOLAS,
TWEEDS and FLANNELS, of
this Season's Patterns.
Also a new assortment of HOSIERY
and SLITS of—
LONG CLOTH, with Linen FRONTS, &c.
Silk and Wool SHIRTS.
Morino, Cotton, Lambwool and Flannel
DRAWERS and UNDER VESTS.
Merino, Cotton, Lambwool
HALF HOSE.
LADIES' COTTON HOSE.
Don't Kid and Driving GLOVES.
COLLARS, SCARFS, TIES, Cholera
BELTS and Cambric HA-DRICKERSHIEFS.
Christy's Silk, Shell and Felt HATS,
in the newest Shapes.
Dawson's BOOTS and SHOES.
UMBRELLAS, Walking STICKS, Cloth
and Hair BRUSHES.
PERFUMERY, Fancy SOAPS,
And a great variety of other GOODS.

MULLER & CLAUSSEN,
Queen's Road.
Hongkong, February 6, 1868.

FOR SALE.
YELLOW METAL and NAILS, 18 to
28 oz.
Superior CLARET, St. Pierre, 1862.
Superior CHAMPAGNE, B. PIERRE &
Co., carte blanche.
SPIRITS OF WINE, in Boxes of 1 doz.
Bottles. RAYNAL & Co.
Hongkong, October 1, 1866. 1oc-68

New Advertisements.

STEAM TO
SWATOW, AMOY & FOCHOW.
THE P. & O. S. N. Co.'s Steamship
"FORMOSA,"
will leave for the above places at 7 A.M., on
WEDNESDAY, the 1st April.
W. MACAULAY,
Superintendent.
Hongkong, March 27, 1868. 1ap

BANKRUPTCY.
NOTICE is hereby given that a second
Meeting of Creditors of the Estate of
Messrs HAGEN, DA SILVA & Co. of Takao
and Tamsui, who were adjudged Bankrupts
on the 1st September, 1867, will be held at
the Bankrupts to pass their last exami-
nation and make application for discharge.
At the same time a statement of the whole
Estate of the Bankrupts and all their assets
and liabilities, and of all the receipts and
payments, and any Creditor who has
proved may examine such statement. Creditors
who have not already proved their debts
must come prepared to do so, or they
will be excluded the benefit of the first
dividend, which will then be declared.
G. J. MIESON,
Acting Prussian Consul.
Takao, Formosa, March 8, 1868.

New Advertisements.

THEATRO DO CLUB LUSITANO DE
HONGKONG.
THE Committee of the Portuguese Ama-
teurs beg to inform the public that the
repetition of the Drama
"A POBRE DAS RUINAS"
will take place at the above Theatre on the
Evening of
THURSDAY NEXT.
The 2nd proximo, at half-past eight
o'clock precisely.

Non Subscribers may obtain Tickets from
Messrs LAMBERT, ATKINSON & Co., Messrs
CHARLES GAUPP & Co., CLUB LUSITANO and
at the door of the Theatre on the night of
the performance.

PRICES.—
Boxes to hold six persons, \$15.
Each Seat, \$2.
A. L. S. DEL AGUILA,
Hon. Secretary.
Hongkong, March 27, 1868. 2ap

THE CHINA MAGAZINE.

A WEEKLY MISCELLANY, 24PP. IMPERIAL 8vo.
Illustrated with Photographs.
Conducted by C. LANGDON DAVIES.
Published for the Proprietor by NOKORHA
& Sons, Government Printers,
HONGKONG.
Shanghai: A. H. CARVALHO;
London: W. ALLAN & Co.;
Paris: G. BERNARD.
By any of whom subscribers' names will
be received.

Delivered Carriage free to Subscribers only.
Quarterly subscription:
In China, the Straits, Saigon, Manila
and Bangkok, \$7.50.
In Great Britain, £2.
In France, Frs. 50.

No. 11, March 14, 1868.

YUK NOO, a Romance of 1,600 Years
ago. Chapters II. and III.
A TRIP TO JAPAN.
WARR.
EUROPEAN LIFE IN HONGKONG.
A FRIEND OF HIS BROTHER, a Novelle.
Chapter I.
CROW CHOW.

Illustrations.
GROUP OF BUILDINGS IN VICTORIA, HONG-
KONG.
THE CATHEDRAL, MACAO.
GOVERNMENT HOUSE, MACAO.
Hongkong, March 10, 1868.

NEWS AGENCY.
J. B. MORRIS, News Agent, Hong-
kong, being now prepared to receive
orders for any Newspaper or Magazine
published in England or The United
States of America, at prices as low as
those charged by any home agency.
He solicits the support of the reading
Public, and assures those who may
favor him with their orders that the
same shall be executed faithfully and
promptly.

The latest copies of the best English
and American Newspapers received
by every mail steamer, also the latest
copies of the Shanghai and Japan
papers.
For subscription lists, with prices,
&c.
Apply to
J. B. MORRIS,
Care of Messrs Bowra & Co.,
Hongkong, March 4, 1868.

THE OFFICE of the Undersigned is
REMOVED TO GAIR STREET, Corner
of Lyndhurst Terrace.
REYNVAAN BROTHERS & Co.
Hongkong, January 2, 1868.

SAYLE & Co.

Victoria Exchange.
SOLICIT inspection of their NEW
STOCK, specially prepared for the
coming Season, forming the largest and
best assortment of GOODS they have yet
offered.

(Comprising)—
Black Glaces, Plain and Fancy Silks,
at old prices, Linsey, Rep, Wool Flains,
and all the newest designs for Ladies'
Dresses, a large assortment of Evening
and Ball Dresses, Embroidered, Printed,
and made-up Skirts. Crinolines, Muslin
Embroideries and Lace of all descriptions,
Ladies' Trimmed Hats and Bonnets.

Flowers, Feathers, Wreaths, etc
MANTLES and JACKETS
of the newest designs and materials.
The Millinery and Dress Making
Departments are under the management
of two experienced West End assistants.
The Tailoring Department is now well
supplied with every description of Cloth,
for Autumn Wear, including Blue, Black
and Scarlet Broad Cloths.

Blue and Black DOESKINS,
Naval and Military CLOTHS,
3/4 and 6/4 TWEEDS and
Doeskins, Wines, Beavers, &c.
Ladies' and Gentlemen's
Hosiery of all descriptions.
Ladies' and Gentlemen's
Kid Gloves from well-known
Makers.

TIES and SCARFS in great
variety.
Felt Tapestry and Brussels
Carpets, Matting and Floor
Cloths.

Ladies' and Gentlemen's
Hosiery of all makes.
Latest Styles.
Household Linens of every
description
Black and Drab Felt HATS,
Black and Drab Paris and
Beaver Dress Hats.
Hongkong, September 24, 1867.

WANTED to purchase.—A set of Teeth
drawing INSTRUMENTS. Address
"Dens," care of China Mail Office.
Hongkong, March 26, 1868. 1ap

New Advertisements.

THE UNION DOCK COMPANY OF
HONGKONG & WHAMPOA, LIMITED.
SHAREHOLDERS are requested to take
notice that the Fourth CALL of Two
Hundred Dollars is made in two instal-
ments. First of which will fall due on the
15th of March, and the second on the 30th
of April next, and will be payable at the
Office of Hongkong and Shanghai Banking
Corporation, Queen's Road, Hongkong,
where Receipts for the payment thereof will
be granted by the Manager.
Interest at the rate of twelve per centum
per annum will be charged after the above
dates.
By order of the Board of Directors,
J. B. ENDICOTT,
Secretary.
Hongkong, January 24, 1868.

STEAM TO SHANGHAI.
Taking Passengers and Cargo for Yokohama.
THE P. & O. S. N. Co.'s Steamship
"GANGES,"
will leave for the above place at 1 P.M., on
MONDAY, the 30th instant.
W. MACAULAY,
Superintendent.
Hongkong, March 23, 1868. 30ma

FOR SALE.
THE Property known as ALMAK PLACE
having a frontage of eighty-three feet
on WELLINGTON and GAGE Streets, and of
Two Hundred and Twenty-nine feet on AB-
BERDEEN STREET, comprising a superficial area
of about 19,000 Square feet. Annual Ground
Rent, £42.12.6.
For further particulars, apply to
GIBB, LIVINGSTON & Co.
Hongkong, February 24, 1864.

POST-OFFICE NOTIFICATIONS.
MAILS will close:—
For SYDNEY.—
Per "OCEAN," at 3 P.M., To-morrow,
the 28th instant.

For MANILA.—
Per "MINERVA," at 3 P.M. To-morrow,
the 28th instant.

For SINGAPORE & BOMBAY.—
Per "SHAFTS BURY," at 5 P.M.,
To-morrow, Saturday, the 28th inst.

For MELBOURNE & SYDNEY.—
Per "ONWARD," on Monday next,
the 30th instant, at 11 A.M.
UNDER DESPATCH.
For Sydney.—Per Ocean, at 4 P.M., To-
morrow, the 28th instant.
For Manila.—Per Minerva, at 4 P.M.,
To-morrow, the 28th instant.
For Singapore & Bombay.—Per Shaftes-
bury, on Sunday, the 29th instant, at day-light.
For Melbourne & Sydney.—Per Onward,
on Monday next, the 30th inst.

LATEST SHIPPING.

CLEARED.
Amazona, for Soooloo.
Taiping, for Saigon.
DEPARTURES.
Mar. 27, Vision, for Whampoa.
27, Vanguard, for Singapore.
27, Merchants, for Whampoa.
27, Indus, for Saigon.
27, H. B. M. S. Tamar, for Yoko-
naga.

Cargo per P. & O. S. N. Benares.
From Bombay,
135 chests Malwa Opium.
839 bales cotton.
652 pieces Sandalwood.
5 bales Ivory.
From Singapore,
3 chests Benares Opium.
542 packages Sundries.

VESSELS PASSED ANJER.
Feb. 4, Patchell, from Whampoa to Lon-
don; 7, Elizabeth, Fleming, from Hong-
kong to Falmouth; 7, America, from Macao
to Havana; 8, Clipper, from Macao to
Hamburg; 10, Royal Djaden, from Shang-
hai to London; 14, Homer, from Shanghai
to New York; 18, Albert, from Foochow to
Sydney; 19, Anna Bradginton, from Shang-
hai to Montreal; 21, St. Louis, from Amoy
to New York; 21, Teresa, from Macao to
Peru; 22, Lansdowne, from Foochow to
New York; 26, J. W. McQueen, from Lon-
don to Shanghai; 28, Arco, from Macao to
Havana; 28, Cornelia Smith, from Foo-
chow to Batavia; Mar. 1, Gustaf Adolf,
from Hongkong to Falmouth; 1, Shake-
pere, from Foochow to New York; 3, Se-
phora & Helene, from Bordeaux to Yokoha-
ma.

QUOTATIONS.

HONGKONG, 27th March, 1868.
OPILM.—Kaitia, New, 806
Havana, New, 665
Malwa, 670
COTTON.—BOMBAY, 15 a 10 1/2
CALCUTTA, 15 a 10 1/2

Exchange.
Bank, 6 months sight, 4 1/2
Credits 6 4 1/2
On Calcutta, 3 days' sight, Rs. 217 a 217 1/2
" Bombay, 3 days' sight, Rs. 217
" Shanghai, 3 days' sight Bank, Tia. 72
Bar Silver, 17 dwts. B., ... 11 1/2 per c. pre.
Sycee, 9 1/2 per c. pre.
Mexicans, 1 1/2 per c. pre.
Gold Leaf, 24.20 per tael.
Gold Bar, 98 touch, 23.65
English Sovereigns, 4 7/8
Australian Sovereigns, 7
Discount, 7
Gas Company Shares, ... 40 per Share.
H. & W. pos dock, Old, 14 per cent pm.
Do. do. New, 5 per cent pm.
H. & S. Bank Shares, Old, 15 per cent pm.
Do. do. New, 3
Union Dock Shares, ... 35 per cent dis.

Temperatures.
HONGKONG, 27th March, 1868.
9 A.M. 3 P.M.
Barometer, 30.082 30.000
Attached Thermometer, 60 62
Dry Bulb, 57.0 60.0
Wet Bulb, 55.0 58.0
Minimum S. Rgr., 55.0
Maximum S. Rgr., 54.0
Minimum on Grass, 54.0
Previous Rainfall on Grass, 0.20
24 hours, 0.19
Wind, N.W. N.W.
Force, 5 3
Cloud, 10 9
Ozone, 4 4
Weather, Wet. Dull.

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THE Contents
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line of tramway would therefore become a necessity, whereby the *taipan* could, in cases of need, transmit instantaneous orders to his clerks who were undergoing the roasting process in town. We are not quite sanguine about the said telegraph—unless indeed the government aided or bore the cost primarily. But the Bungalow and horse tramway seem feasible. Whether other people will think so we can't say, but may be permitted to hope they will.

THE Contents embrace articles from the
Hankow Times, *Friend of India*, *Supreme Court and Consular Gazette*, *China Mail and Shanghai Recorder*. The articles are as follow:—

- The Study of Chinese.
- Trans-Himalayan Explorations.
- The Romance of Great Tibet.
- State of Agriculture around Nankin.
- Notes on Chinese Literature.
- Doing Honor to a popular Governor.
- Native and Foreign Merchants.
- The Rival Missions.
- Chinese Life at Shanghai.
- Chinese Odds and Ends.

CONSULAT DE FRANCE.
SAMEDI 28 Mars, un Service Funèbre, sera célébré en l'Eglise Catholique, à 7 heures $\frac{1}{2}$ précises du matin, pour l'Officier et les Matelots, de la Corvette le *Dupleix*, assassinés dans la baie de Biogo, le 8 courant.

Le Consul de France,
HENRY DU CHESNE.
Hongkong, 26 Mars, 1868. 28ma

BIRTHS.

At the Cliffs, Hongkong, on the 27th instant, the Wife of W. STANLEY ADAMS, Esq., M.D., of a Son, still born.

At Swatow, on Friday, 20th March, the Wife of Wm. G. AULD, M.D., Medical Missionary, Swatow, of a Son.

THE CHINA MAIL.

HONGKONG, FRIDAY, MARCH 27, 1868

THE SOUTH SIDE

A good deal has been said and written about the sanitary advantages which would result to colonists if the south side of the island could be made a place of common resort. The reason that no one has as yet "made a beginning" is pretty obvious, it being simply that every one is disinclined to exile himself, even for a weekly 24 hours, from his friends and acquaintances. Were there any like concerted action headed by a few men of social standing, we have but little doubt that a few months would see quite a thriving settlement "over the hills." But—very naturally—no one likes to take the initiative in laying out money upon what may turn out to be a mere hermitage with nothing save the cool breeze to recommend it. In default of

more exciting topics at the present moment, it is quite worth while to review some of the suggestions which have from time to time been made towards transforming the now silent south side into a cheerful settlement for the many desirous of occasionally going "out of town." Most people are anxious to find some legitimate means of change from Saturday to Monday, but nothing as yet provided quite meets their wants. Take, for instance, Kowloong. Many who are inattentive in tastes object to the preliminary passage across the water and the certainty that it must be recrossed before they can regain their homes. A storm may delay them in a not very interesting neighbourhood, while the harbor being a strait there is no means of getting back, however urgent the necessity, except by facing the elements. His Excellency has done much to encourage visits to the Kowloong side by the erection of a barge-galley, but we cannot help wishing that he had afforded a similar countenance to our neglected "south side." What is wanted is some one who will make a beginning, and by whom can this more effectually be done than by the government? Apart however from this consideration there are other suggestions which have reached us which we will endeavour to place before our readers in a comprehensive form.

The first is that some party or parties, fitted with a fair share of dollars and a moderate amount of faith, should erect, at the most eligible point between Stanley and Aberdeen, an unpretentious but commodious bungalow which should contain a public room and some four or five private rooms for the convenience of visitors—the person in charge being able to supply wines, stores at *reasonable* rates. A bar for "single drunks" might not be added as found advisable, at the characteristic of the establishment should be rather that of a picnic house than of a liquor store. There are many who believe that such a house which might be constructed at small outlay would, in the long run, pay handsomely. To it might be added grounds of as large extent as possible, in which mature might be a little aided by the erection of summer houses and seats, but the main left undisturbed. This finishes the first suggestion.

The second and by no means unimportant proposal is that a tramway be laid down from the Central Praya to Stanley. Were such an establishment as that we have described really started, the subscriber might fairly be presumed to render some assistance and so lighten the expense to its proprietors; the more so as substitute so comfortable and speedy in the ever-bumping chair would find some favor and materially raise the value of the land in the vicinity of the other side. The sanguine projector of this tramway, however, does not rest here. He assumes that in process of time it would become fashionable to have country houses exposed to the pure sea-sweep of the S.E. monsoons, and away from the paraked city during the summer months. A telegraph along the

LOCAL

We would again remind our readers that the first performance of the company called the Great World Circus takes place this evening. In the words of the Manager of the troupe, we will leave the company to succeed or fail according to its own merits, remarking only that the first opportunity of so judging it is given this evening.

Our report of the case *Buld v. Volkman*, heard in the Summary Court on the 24th, is deficient so far as relates to the result, which was in favor of the defendant. The report states that the case was adjourned; and so it was, for two hours, for the production of witnesses, who disproved the plaintiff's statement, and therefore judgment went for defendant.

The following latest telegrams have been received by the *Menarche*:—
Bombay, 7th March.—Latest news is to the effect that Sir Robert Napier had arrived at Haidarabad on the 18th February, and intended to proceed to the 19th. The first portion of the Advance Brigade left for Antalo on the 11th; the last on the 17th. Major Grant returned on the 8th, and the Chief Kassai promised every support. Information has been received from Magdala that the prisoners were all well informed and happy. Some of the prisoners had been removed and have been executed. No information had been received from Colonel Theodore intended to pursue. (Colonel Playne or Theodore) was making endeavours to complete the road to Magdala which it was expected to reach by the end of February. It was reported that Menelik was to move down Magdala.
London, 28th February.—The Revd. Mr Speke has been discovered in Cornwall, disguised as a drover.

A CORRESPONDENT of the Ceylon Observer informs it that "the new Military Barracks that were being erected at Galle, have collapsed and injured several of the labourers — one severely." The London Gazette notices the following appointments:—Ceylon Rifle Regiment.—Staff-Surgeon Theodore Gordon Bone, M.D., to be Surgeon, vice Staff-Surgeon-Major Henry Lionel Cowen, appointed to the Staff. Surgeon-Major Henry Lionel Cowen, from the Ceylon Rifle Regiment, to be Staff Surgeon-Major, vice Staff Surgeon Theodore Gordon Bone, M.D., appointed to the Ceylon Rifle Regiment.

The wreck of the English barque *Sandringham*, lying in Gaspar Straits, has been sold at auction for francs 2925. The *Constance* (Dutch) has been condemned at Sourabaya and sold for francs 9150.

Mrs. Caylor *Observes*: of March 8th indulges in a reasonable growl as follows:—Our readers will hardly credit what we are now going to relate—but unhappily we have it from authority which places it beyond a doubt, and it is only too true. The Government either have taken away or are about to take away from the Ice Company, the Ice Yawl placed at their disposal in Gallo, and as the result the Company threaten to send on to Madras the ship which is expected to arrive with the welcome Ice cargo in the course of a few days. While the Governor and the members of the Executive are enjoying the cool air of Newer Billia, they can of course afford to despise the requirements of the Tudor people. These residents who are entitled to labor on the Turling this winter, and who are suffering from the freezing weather, cannot share their feigning, and can only relieve themselves by reviling a policy which is essentially foolish. If we are left entirely dependent on the Ice machine, we shall live very badly off. The company is reported to be short of other, and unless a great change has come over the management of the machinery, the hopes of obtaining a regular and constant supply of Ice are very small. We therefore think it necessary that the Government will take the necessary steps, letting the Gallo Ice Yawl remain as it is.

He published a telegram the other day from Bombay announcing the death of Colonel Dunn in Abyssinia. For the following particulars, we are indebted to the *Bombay Gazette*:-Intelligence was received on Annesley Bay by the *England* on Sunday, 10th February, of the death of Colonel Alexander Roberts Dunn, who was command of the 33rd Regiment. From the accounts we have heard it appears that Colonel Dunn was not shooting near the front of his regiment, but that he was, in fact, taking a drink and leaning forward in doing so, when his gun, which was holding in front of him, discharged accidentally and mortally wounded him. By this sad event the Presidency loses a brilliant and much esteemed officer. Colonel Dunn served in the Crimea, in particular at Balaklava, as a Cornet in the 11th Hussars, and was chosen by his regiment to receive the Victoria Cross, with which he was accordingly decorated. He afterwards raised the 100th Regiment at his private expense, and on this account was promoted to the position of Major, without having passed through the grades of Lieutenant and Captain. At the time of his death, we believe, he was about 33 or 34 years of age.

SUPREME COURT

IN ADMIRALTY

(Before the Hon. the Chief Justice.)
IN THE MATTER OF THE "EASTWARD"
Ho," HER FREIGHT AND CARGO.
March 27th. 1868.

The hearing of this case was resumed this morning, when Mr Pollard continued his argument by saying that the contract was "take in tow" and that, as there was nothing whatever to change the character of the service, it therefore was clear that at the service was towage and not salvage. According to the case of the *Fort*, it was enough for him to have a towage contract as a whole. The learned judge then drew attention to the circumstance which then transpired at the agreement between the two captains, and gave evidence in his opinion that there was nothing at all contemplated by either captain beyond the towage service, while the fact of the chief

officer having been sent on board the *Eastward Ho* to look after the steamer's towage, the line was nothing new to him, and he was at once unison amongst the sailors (other than the tugboat crew) in the *Eastward Ho*. The captain of the *Eastward Ho* could have sent a note by his *Achilles*, and have got the tug *Pine* to tow him in for \$250. But, instead of putting on extra strain and of hastening to portage with this vessel which was so endangering the lives of the crew, was on fire, and, in the fort, the steamer went at a rate of only one-third of what was her former speed in fact, instead of expediting us in our passage, the steamer rather retarded us. They arrived at four in the morning; whilst the tug *Eastward Ho* was still at anchor. The pilot both stated, that, with the weather as it was, they could have made Hongkong and at eleven P.M. His learned friend had said that it never could be towage when a ship was disabled; but he quoted the cases of the *Alphonsa*, in which a contract for towage having been entered into, nothing more could be claimed, as nothing unperformed. The cases of the *Kingsale* and the *Kilda* were also cited in support of this contention, even in the case of extraordinary towage under the towed vessel. The *Alphonsa* and *Kingsale* were towed in. In these and other cases cited (in one of which the *Charles Adolph* there was an abandonment and meritorious conduct on the part of the salvors or towing party), the remuneration was respectively one hundredth, one-thirty-fifth and one-twentieth part of the value of the vessel assisted. This rule (allowing the highest rate, one-twentieth) had been conforming to by his clients by the tender made to the promonts of this case, except in the case of the *Charles Adolph*, where the circumstances were so much different from the present. But again, even supposing that his Lordship was against him on the points of contract and towage, still he contended that the promonts could not recover any salvage remuneration whatever for their services, because they did not save anything to the owners. The ship which was on fire and was not extinguished, became a condemned hull; while the cargo had to be sold as damaged merchandise and was not cargo saved. The cargo was not saved on the one hand, and there was no risk on the part of the promonts; they brought in a quantity of cinders and a lot of charred wood, and it was a different kind of salvage from that in the case where the ship was preserved and the cargo was not destroyed.

[illegible]

The Attorney General replied briefly. On the other side of the contrast, he said the Captain's words that the owner of the vessel was not to amount to a legal conclusion, and that as to the intention of charging for salvaging service, it was admittedly a remarkable fact that the chief officer and the cabin steward were on board all night. Captain Byrne must have known the reason why they were sent on board his ship, and if he had intended to pay salvage he could have asked for it. He said he was not to have his answer and leave him alone to detach himself from the romantic notion of sending a letter without remuneration, the learned counsel asked why, if he did not want assistance, did not Captain Byrne say so at once. [His Lordship remarked strongly upon the obligation of all mariners to assist one another on the score of humanity, because Christianity was part of the law of the sea.] The learned counsel then said that he was not speaking of the moral side of the question; but after that expression of opinion he would not press the point farther. Of all the cases quoted by his learned friend, that of the *Isabella* was the only one in which the salvaging vessel was either a fishing boat or a steam-ship. Regarding the argument of his learned friend that it was not true that they did not put out the fire, it was not necessary to say anything as to this, it was not necessary to say anything as to the question of the argument, and it was completely answered by the case of the *Bomarsund*. As to costs, if they received more than \$900, they of course claimed costs of the action. He had already said that they had made an exorbitant claim based upon an erroneous estimate of the vessel's value; but he was sure his Lordship would take that into his consideration.

His Lordship remarked that he would carefully consider the question.

CHINESE CUSTOMS.
(Hankow, Wm.)

It is curious that the Chinese have not taken upon any short period of convenient time similar to our week. We are of course accustomed to the week, but the weekly reckoning of seven days can be traced back to the various periods of the moon's age. This convenient division of a month is traditional and arbitrary. Most Eastern nations have borrowed the week from the Jews, who in reading the Mosaic epitome of the creation would have suggested to them the division of their days, which was afterwards joined upon them as a solemn observance.

It is surprising that, as the Chinese astrologers have spoken of the *ch'ih tsung*, or "great directors," namely the Sun, Moon, and planets, and the five stars, Mars, Venus, Mercury, and Saturn, they have not fallen upon the use of these definite celestial bodies in naming the consecutive days of the week.

At the time of adopting a considerable number of astronomical terms from the Hindus, the names of Jupiter, the god of the north pole, and those of the five elements, were transferred from some foreign tongue, as well as the names of a hundred of years expressing a cyclical arrangement for purposes of intercalation.

The shortest term of days less than a month was the *tsun*, the Chinese is only a name, a period of ten days. This will be seen from the old Roman chronology of the intercalary period of nine days, determined by the regular recurrence of a period, marked by the use of the first eight letters of the Latin alphabet. This ninth day was market-day. It is a practice in Chinese customs to speak of a division of the month of three decades, called *sung-kuan*, *tsong-kuan*, and *shia-kuan*. This word *kuan*, from the radical of water, signifies to wash, and refers to the practice of the Chinese and other Eastern nations of washing their faces and bodies with water.

playing each other for alternate periods of days, during which they are supposed to rest and wash themselves and their clothes. Formerly wages and salaries were paid at the recurrence of these periods. The first and fifth days of each month, marked by the fullness, or newness, of the moon, are called *shing* and *wang*, and are the only days which regulate worship, and the closing of accounts, and are analogous to the weekly recurrence of the Sabbath, which furnishes so admirable a provision for rest, and determines the closing up of many business reckonings. The division of the Chinese calendar into twenty-four periods, of solar terms, by the eight "joints" and sixteen "breaths," of fifteen or sixteen days each, has been alluded to in a previous chapter.

It would appear that the number seven is not regarded as so important and mystical a number as it is by Western nations, following the Jews. Beyond the seven passions, the seven stars worshipped by sick persons, and the seventh day which is said to be the crisis of fevers, we do not remember any such superstitious attachment. The number one is said to belong to celestial, and the number ten to terrestrial nature. Two is applied to the *Yang-tze*, the *ying* or yin principle of nature. Three is favored by the ancients, instanced by the three powers, heaven, earth, and man; the three lights, sun, moon, and stars; the three great bonds of society, prince and minister, father and son, husband and wife; and the three sacrifices of a cock, a carp, and the flesh of animals. Four is a common number, of which we have examples in the four quarters, the four seas, the four seasons, the four previous virtues, paper, pencil, ink, and histone; the four cardinal virtues of virtue, truth, beauty and industry, and the four classical books. The number five, as indicating the five constant virtues, the five elements, the five relationships, the five kinds of grain, the five senses, the five happinesses, the five punishments, the five classics, the five sacred mountains, and the five lakes of the empire, is a potent number. Not that these digital numbers, not even applied to the favored number five, has been applied to the naming of a convenient term of a few days. So to us the crisis of fever, seven, as instanced in the crisis of fevers, is looked upon as unlucky, and thus may account for the avoidance of the use of the weekly reckoning of time, of which they must have had some knowledge.

THE SCUTTLING OF THE BREMEN
BARQUE "SIAM" IN THE CHINA
SEA.

Extract from the "Hansa."

An occurrence has taken place a few months ago in the China Sea, of a nature, as fortunately and to the honor of German seamen be it said, happens but very rarely. The Bremen Barkentine *Siam*, Captain Tiedemann, has been scuttled by some of her crew, in order to sink her.

The facts of the case, so far as we have been made acquainted with the same, are the following. The Captain and crew of the Bark *Siam* arrived in Shanghai in September last, stating they had been compelled to abandon their vessel, which had been damaged most severely in a typhoon.

A few days later, the English ship *Arcturion* brought the *Siam* to anchor.

The vessel, it is true, was in a bad state, and had eight feet water in the hold, but it floated and was tight and staunch. The stowder was gone, the three lower masts were cut over, and a spare main-yard was put in place. A great hole was found to have been cut in the

This circumstance, raised, of course, suspicions that the crew had intended to sink the vessel. The Bremen Consulate arrested the Captain and crew to investigate the case, and the Court gave the following judgment on the 23rd September.

(Here follows the judgment, already given by us).

The above stated case is of great importance to our shipping in two ways.

It clearly proves, first how necessary it is to do away with the Consulates of the small German states abroad, and to instal Consuls of the North German Confederation.

* * * * *

We can only endorse the remark of the *Manchester Recorder*, which says, while speaking of the above case: It is high time that the small Consulates be done away with. It is fast ad the German nation abroad be represented by persons, who have the power to judge such cases as they deserve. The more important question raised by this affair is, however, an international one, which deserves great care at the hands of the central government.

The *Northern China Daily News* raises the following question with regard to this case. Yuiet court is to decide the claim for salvage. The English ship *Dartmouth*, on arrival at Shanghai, has of course handed over to the Chinese authorities all the papers and property on board. The Chinese, supposing Shanghai to be a neutral English port, this court would have jurisdiction in the matter. But we are in China, the *Siam* is a Bremen barge, and the Bremen Consul claims the jurisdiction as his. The Chinese say it is now. But, this paper goes on to say, it is supplanted by the fact, that neither the Chinese nor the British authorities have made any claim. The case has been solemnly notified, that unless this was done on the 25th September, the English Court, "Admiralty would adjudicate the claims. The term given has, however, already been allowed to expire, and the case will therefore be taken up as notified. The claim of the Bremen Consul is therefore consequently a nullity, and the Chinese will have to have been taken up as notified.

We have been informed by an authentic authority, that the agents of the Hamburg-Bremen underwriters at Shanghai had excessively demanded from the Bremen Consul, protection of the rights of the Bremen maritime interests, and an adjudication of the salvage claims by the Bremen Consulate, by the authorities of the Confederation. We can, therefore, only conclude, that the Consul has put forward this claim, but has not succeeded in getting it acknowledged. This conclusion is confirmed by a report of the London and China Telegraph of the 10th inst., which states:—"We understand that the English Esnaig has been hoisted on board the London and China Telegraph of the Supreme Court. Any protest on the part of the Bremen authorities against this act must therefore involve an international question."

This proceeding of the English Court reveals a most curious view of international law, which we can hardly believe will be accepted by the authorities of the Confederation. We might illustrate this case by a popular analogy: Supposing I lose my purse, and a scamp picks my pocket of it and then shows it away, it would, when found in the street, become the property of the finder by

the latter is aware it belongs to another known person. According to German law this would however be called *Fund-Diebstahl* (concealment of a thing found with intent to defraud its owner) and is subject to criminal punishment.

Will international law take the same view of this case as the English Court?

We trust our authorities will succeed in protecting the interests of their subjects, and assist them in recovering their property.

Shanghai is a Chinese port, and the English Court ought clearly to have left the adjudication of this case to the German authorities.

NICOBAR ISLANDS.

(Singapore Free Press.)

There can be scarcely any doubt that a very essential cause was done to the progress of Commerce, and the Navigation in general, by the injury to the Nicobar Islands, and the well merited punishment inflicted on the detestable nests of pirates there established, for so long a series of years, as they must necessarily have been. 'Would it not be advisable that so smart a punishment should be as promptly as possible followed by a more favorable weather, and by occasionally setting fire to the bush in the island, the pirate bands could be unkindly, and brought to book more universally for their past misdeeds, and some security obtained for their better behaviour for the future. Unless something in the above line be accomplished, they will certainly recover from the shock of the late punishment they received, and once more revert to their original courses of piracy, of the worst and most destructive description. For how long a time they may have carried on their nefarious trade, we cannot of course accurately be judged; nor can any reliable estimate be formed of how many of our human beings, have fallen victims to their fiendish rapacity; suffice it to say that it will always be a feather in the cap of the present government of the Straits settlements, to have taken the lead in a prompt punishment (which no quibbling can evade) of such a gang of unmitigated scoundrels. As long as the scourge of the sea of the islands appears to be brooding in an injudicious point of view, and secured in a judiciously placed, and liberally governed, no doubt result very creditably to all concerned. But first of all, as a preliminary proceeding, the remaining inhabitants must be vigorously hunted up, smoked out, or effectually brought to their bearings; or most assuredly they will derive more desperate courage from defeat, and resort to their old line of piracy and murder with more determination. A cruise or two in the neighbourhood merely, will not suffice; the different bands of pirate prowlers, tracked to their haunts, must be smoked out, and effectually subdued, and severely redden the evil. The said group of islands, in place of being the resort of lawless, and inhuman pirates, might possibly be made the abodes of peace, and fruitfulness; and afford a refuge in due time of need to the mariner and the merchantman. The harbours from all accounts are some of them good, and connections beyond description, and, immediately made safe to all intents and purposes for any vessels which may have occasion for them, or to approach the islands in crossing the neighbouring seas.

MISCELLANEOUS.

A DIFFICULT CASE.—A curious case, in which a man is claimed by a woman as her husband, has just been tried in one of the American Courts. It is thus referred to by *Nassau's Fort Times*.—"The woman brought evidence to show that he had married her ten years ago, and that his wife recognised her as his wife, and that his name was Petersen. He identified his name, but denied the other charges. Proof was brought that he was not the same Petersen as the other. And on this point the testimony was really extraordinary—witnesses on one side swearing to circumstances that were utterly contradictory of those sworn to by the other; till finally there seemed no explanation other than that it was a case of mistaken identity. For example, he was recognised as the fashionable individual who married her in 1857 by certain marks on his person; but she showed conclusively that these marks did not exist on his person, till some years after the supposed marriage, when they were produced at a surgical operation. She brought proof that she lived with her in one place at the time she proved he lived a thousand miles away from it. And so on through this remarkable and complicated trial. Now, though on ordinary principles, as ordinarily applied, we might suppose that the plaintiff's allegations and evidence would have been considered far more than sufficient to condemn and compel the man to accept and recognise her as his wife, he was discharged from custody, and she departed without a

WAR AND ITS INFLUENCES UPON THE POPULATION.—We are really not surprised that the French Chamber became alarmed at the probable effect which the Marshal's pacifist proposals for reorganizing the army might have on the progress of population. The amendment allowing soldiers to marry after the sixth year of service was carried by an enormous majority, spite of the Marshal's strenuous resistance. Marshal Niel would absorb a very large section of the manhood of France into the army, and compel it to forego all thoughts of marriage for many years. As medical men, we venture to say this would be a very suicidal measure. It may be an amusing idea, of kindred with the one that the women of France ought to be obliged to wear the breeches drawn from the army rejections—the weak, the lame, and the blind; and to add that a quip or a clubfoot is no bar to a man's becoming a husband, but a decided obstacle to his ever making a soldier. But this does not touch the root of the matter, which involves a problem of a physiological character; and it is this—that, had the Marshal's proposal been adopted, administration and degenerate population must succeed the present generation. And if France is to maintain her present great military position, she cannot do this. At the close of the great wars of the first Napoleon, the strongest and healthiest part of the race of young men in France were well-nigh exhausted, and the rejections from military service formed the staple of her male population. Doctors and physiologists know well that to possess an enormous standing army, with stringent restrictions as to marriage, is to draw a bill on the future population—to say nothing of the vast prevalence of disease and immorality directly

Miscellaneous

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CHINESE

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BY S. WELLS

Published at the
638 PP. DEMY
FIFTH
Original Publication
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the contents of this Book
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- 2.—Treaty with Great Britain
- 3.—Treaty with the United States
- 4.—Treaty with the Netherlands

Supplement

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- 2.—Tariff on Exports
- 3.—Rules respecting the Chinese Empire
- 4.—Description of Goods
- 5.—Description of Goods

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- 4.—Comparison

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Shipping in Harbour.

HONG KONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of To-day's Arrivals, Departures, and Clearances.

G. on Pedder's Wharf.—H.C., from Pedder's Wharf to Gibb's Wharf.—H.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
STEAMERS.							
Azof	W. Johnson	Brit. str.	476	March 23	P. & O. S. N. Co		
Fung Shuey	W. Watson	Amer. str.	740	Feb. 4	A. Heard & Co		
Ganges	W. Cates	Brit. str.	1200	March 23	P. & O. S. N. Co		
Hoogly	W. De Bovis	Feh. str.	1067	March 24	Messageries Impariales	Suez, Galle, &c.	
Kan Ka Kee	W. Yeaton	Amer. str.	313	March 24	A. Heard & Co		
Malta	W.	Brit. str.	960	March 21	P. & O. S. N. Co		
Scotia	E. Hamlin	Brit. str.	1260	March 23	Jardine, Matheson & Co	S'pore & B'bay	
Shaftesbury	W. Lutken	Russ. str.	524	March 25	Landstein & Co		
Yesso	W. Ashton	Brit. str.	580	March 25	Douglas LaPraik & Co	S'pore & B'bay	
SAILING VESSELS.							
Abbott Lawrence	E. Brauhall	Amer. sh.	1516	March 12	Messageries Impariales	Manila	
Adeline	E. Darke	Brit. sh.	280	March 17	Reynvan Brothers & Co		
Amazona	W. Bullstedt	Brem. sh.	218	March 17	Schellhas & Co		
Anne	E. Patrie	Brit. sh.	304	March 24	John S. McDonald		
Annetta	W. Hill	Brit. sh.	386	March 21	Aug. Heard & Co		
Ariel	E. Keay	Brit. sh.	953	March 23	Gibb, Livingston & Co		
Belvidere	W. Hower	Amer. sh.	1321	March 20	Captain		
Cary & Jane	W. Jansen	Hamb. bk.	412	March 7	Bourjau, Hubener & Co	Callao	Early
Charman	W. Sanders	Brit. bk.	558	March 17	Birley & Co	Manila	
Condor	W. Schmidt	Prus. bk.	244	March 25	Siemens & Co		
Contest	W. Reynard	Siam. bk.	386	March 6	Chinese		
Cowper	W. Sparrow	Amer. sh.	1079	March 16	Captain		
Dagmar	W. Bhunstrom	Russ. sh.	800	Feb. 29	Order	Saigon	
Dayspring	E. Middleton	Brit. sh.	303	March 19	A. Hogg	Saigon	
Eliza	W. Sedgley	Brit. sh.	1378	March 1	Olyphant & Co	San Francisco	Early
Glanee	W. Burditt	Russ. sh.	636	January 3	Landstein & Co	S'pore & B'bay	Early
Gloria	W. Puister	Dut. sh.	177	March 24	Bosman & Co		
Golden Flecko	W. Gall	Brit. sh.	359	March 18	Chinese		
Golden Spur	W. Roldaud	Brit. sh.	657	March 10	Gilman & Co	Saigon	
Indus	W. Hicks	Brit. sh.	1319	March 23	P. & O. S. N. Co	Saigon	
Jeanne Alice	W. Moutier	Freh. sh.	1209	March 11	Order	Portland	
John Norman	E. Gardiner	Brit. sh.	613	March 18	A. Heard & Co		
Josephine Amedie	W. Lugarde	Feh. sh.	120	March 16	Derode Freres		
Liguria	W. Fassa	Ital. sh.	843	Dec. 1	Reynvan, Brothers & Co	San Francisco	Immediate
Marie Therese	W. Bouneson	Feh. bk.	502	Dec. 12	Carlovitz & Co		
Maria Louise	W. Arrestis	Span. bk.	330	March 11	A. Heard & Co		
Minerva	W. Carrera	Span. bk.	250	March 1	Remedios & Co	Manila	Early
Navarino	W. Wietrog	Brit. bk.	408	March 21	Smith, Archer & Co		
Neville	K. Jackson	Brit. sh.	715	Feb. 10	Turner & Co		
Onward	W. White	Brit. sh.	606	Feb. 8	Rozario & Co	Sydney and Melbourne	
Race Horse	W. Kruse	Siam. sh.	387	March 1	Chinese		
Resolute	W. Ezziore	Siam. sh.	856	January 1	Chinese		
Santa Anna	W. Gavito	Span. bk.	402	March 26	Remedios & Co		
Seaman's Bride	W. Roth	Siam. bk.	314	March 17	Chinese		
Spitfire	W. Mills	Brit. sh.	440	March 23	John Burd & Co		
Sultan	W. Howard	Brit. bk.	399	Feb. 8	Order		
Sumatra	E. Kinsman	Amer. sh.	1073	July 23	A. Heard & Co		
Taeping	W. Dowdy	Brit. sh.	767	March 16	Gilman & Co	Nagasaki	Immediate
Thetis	K. Oeltermann	Olden. bk.	240	March 4	Landstein & Co		
Vesta	W. Tetens	Hamb. bk.	240	March 11	Siemens & Co	Pelew Islands	
Willy	W. Rohkar	Brem. sh.	270	March 23	Chinese		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Canton	Godt	Prus. bk.	234	March 17	Siemens & Co	Chiefoo	
Caroline	Faulsen	Prus. sh.	260	October 3	Bourjau, Hubener & Co	Bangkok	
Caroline	Kraus	Dut. sh.	321	Sept. 28	Bourjau, Hubener & Co	Saigon	
Catharina	Shewan	Brit. sh.	560	Feb. 21	Deacon & Co	London	Immediate
Chas-see	Lalise	Hamb. bk.	414	March 27	Siemens & Co	Ningpo	Early
Johnnie Mathilde	Jacobsen	Prus. bk.	300	March 16	Olyphant & Co		
Madillie	Rau	Brit. sh.	718	March 22	Q. Acheong		
Mirage	Hall	Brit. str.	1096	March 24	P. & O. S. N. Co		
Orissa	Hall	Brit. sh.	139	March 24	Bosman & Co		
Vision	Cummins	Brit. sh.	139	March 24	Bosman & Co		

SHANGHAI.

Merchant Sailing Vessels, from or for European, Australian and American Ports, in Harbour on March 18.

Ship's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Where from.	Destination.	Consignees or Agents.
Adeline	Donnet	Brit. sh.	730	March 17	Cardiff	Order	
Alicia Annie	Kirby	Brit. bk.	300	January 9	Rio de Janeiro	Russell & Co	
Andrew	Kraus	Dut. sh.	823	Feb. 13	Cardiff	Wm. Pustau & Co	
Andrew Jackson	MacCallum	Amer. sh.	1233	Feb. 27	Newport	Order	
Aurora Australis	Todd	Brit. bk.	598	March 4	London	W. R. Adamson & Co	
T. Root	Dunker	Brem. bk.	549	Feb. 16	Cardiff	E. Schellhas & Co	
Gun. Havelock	Cause	Brit. bk.	351	March 4	Cardiff	Gibb, Livingston & Co	
Hop	Henderson	Brit. bk.	458	March 16	Shields	Order	
Isabella Ridley	Watson	Brit. bk.	516	March 5	Cardiff	Bourjau, Hubener & Co	
Layard	Watson	Brit. bk.	175	March 16	Newcastle, N.S.W.	Fraser & Co	
Leander	Petherick	Brit. sh.	392	March 12	London	Jardine, Matheson & Co	
Magellan	Arntzen	Brit. sh.	613	Feb. 24	Liverpool	Shaw, Brothers & Co	
M. W. Sass	Dan.	bk.	304	March 14	Sydney	Fraser & Co	
Neptune	Solfield	Brit. sh.	928	March 7	Newcastle, N.S.W.	Russell & Co	
Palme	Wulf	Hamb. bk.	470	March 8	Hamburg	Telge, Nolting & Co	
Princess of Wales	Shepherd	Brit. sh.	990	Feb. 21	Newport	Jardine, Matheson & Co	
Tavistock	Tate	Brit. sh.	532	January 2	Shields	Gibb, Livingston & Co	
Tientsin	Jarman	Brit. bk.	254	March 3	Newcastle, N.S.W.	Russell & Co	
White Adder	Moore	Brit. sh.	915	March 11	London	W. R. Adamson & Co	

VESSELS LOADING.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.	Intended Despatch.
CHINA & JAPAN PORTS.				
NINGPO	J. Mathilde*	Hm. bk.	Siemens & Co	Udiate
CHEFOO	Canton*	Pr. bk.	Siemens & Co	
NAGASAKI	Thetis	Old. bk.	Landstein & Co	
OTHER PORTS.				
LONDON	Chas-see*	Br. sh.	Deacon & Co	Udiate
NEW YORK	Mathilde*	Pr. bk.	Olyphant & Co	
SAN FRANCISCO	Liguria	Ita. sh.	Reynvan Bros. & Co	
DO.	Cowper	Am. sh.	Captain	
DO.	Eliza	Br. sh.	Olyphant & Co	
SYDNEY & MELBOURNE	Onward	Br. sh.	Rozario & Co	Early
SUEZ, &c.—Feb. Mails	Hoogly	Fr. str.	Messageries Impariales	Early
SINGAPORE & BOMBAY	Glanee	Ru. sh.	Landstein & Co	
DO.	Shaftesbury	Hm. bk.	Bourjau Hubener & Co	
CALLAO	Cary & Jane	Ru. sh.	Order	
SAIGON	Dagmar	Ru. sh.	Order	
DO.	Indus	Br. sh.	Order	
DO.	Dayspring	Br. bk.	A. Hogg	
DO.	Golder Spur	Br. sh.	Gilman & Co	
MANILA	Maria Louise	Sp. bk.	Aug. Heard & Co	
DO.	Minerva	Sp. bk.	Remedios & Co	
DO.	A. Lawrence	Am. sh.	Order	
DO.	Charman	Br. bk.	Birley & Co	
SOOLOO	Amazona	Bm. bk.	E. Schellhas & Co	
SURINAM	M. Therese	Fr. bk.	Carlovitz & Co	
PELEW ISLANDS	Vesta	Hm. bk.	Siemens & Co	
PORTLAND	Jeanne Alice	Fr. sh.	Order	

* At Whampoa.

† At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Tons.	H.P.	Captain.
Ashuelot	U. States	sloop	10	.....	Hatfield, Commander
Bouguer	British	gun-boat	3	60	R. M. Lloyd, Lieut.
Drake	British	gun-boat	3	.....	C. Crowdy, Lieut.
Flamer	British	naval hospital	.....	.....	Attached to Melville
Forester	British	gun-boat	3	60	In Ordinary
Hardy	British	gun-boat	3	60	In ordinary
Janus	British	gun-boat	3	40	Keppel, Lieut.
Melville	British	naval hospital	.....	.....	R. Bernard, D.M.L.G. &c.
Patino	Spanish	steamer	.....	.....	Putero
Princess Charlotte	British	receiving ship	14	.....	Commodore Oliver Jones
Rifleman	British	surveying ship	.....	.....	J. W. Reed
Sa de Bandoira	H. F. M.	steamer	13	.....	Rodrigues [at A'deen dock
Tamar	British	Troop-ship	.....	.....	At Aberdeen Dock.
Watchful	British	gun-boat	3	40	Harbor Tender to Comd.
Zebra	British	steam-sloop	7	.....	E. J. Pollard, Commander

MEN-OF-WAR AT CANTON.

Vessel.	Flag.	Rig.	Tons.	Owners or Agents.
Cheng-tsing	Chinese	gun-boat	3	Bessard
Fee-long	Chinese	gun-boat	5	Edwards
Hai-ching	Chinese	Customs cruiser	4	Folsom

HONGKONG, MACAO AND CANTON.

RIVER STEAMERS.

Vessel.	Flag.	Captain.	Tons.	Owners or Agents.
Fame, (110 h. power)	British	Stephenson	117	H. & W. Dock Company's Tug
Fire Dart	British	Carroll	380	H. & W. Dock Company's Tug
Kin Shan	British	Haskell	436	H. & W. Dock Company's Tug
Kia Kiang	British	Bonning	617	Do.
Linta	British	Bonning	69	Acheong
Linta Orphan	British	Bonning	46	Union Dock Company Tug.
Poyang	British	Laid up	379	H. & W. Dock Company's Tug.
Prince Albert	British	Laid up	379	H. & W. Dock Company's Tug.
Sir J. Jejeebhoy	British	Godsill	101	Q. Acheong
Spark *	Amer.	Wilson	140	Thomas Hunt & Co
Spec	Amer.	Wilson	140	Thomas Hunt & Co
White Cloud	British	Graves	280	H. & W. Dock Company's Tug

* Repairing at Hongkong.

Chinese Advertisements.

白告梳燕

啟者今未士帥列地
德臣公司之生意於
英八月十五號已滿
自是日所有各支收
數目均請未士先地
管理故特字通知
英八月十五號
未士先地謹啟

啟館本

啟者本館承印各行門票告
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以備諸人閱看如有賜顧者
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增廣又啟

冷夜投

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AGENTS FOR

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